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Flying Operations

E-9--AIRCREW EVALUATION CRITERIA

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This volume implements AFD 11-2, *Aircraft Rules and Procedures*; AFD 11-4, *Aviation Service*; and AFI 11-202V2, *Aircrew Standardization/Evaluation Program*. It applies to all E-9 units. This volume does not apply to the Air National Guard (ANG) or Air Force Reserve Command (AFRC). Major air commands (MAJCOM)/direct reporting units (DRU)/field operating agencies (FOA) are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to HQ USAF/XOOT, through HQ ACC/DOTV, for approval prior to publication IAW AFD 11-2. Copies of MAJCOM/DRU/FOA-level supplements, after approved and published, will be provided by the issuing MAJCOM/DRU/FOA to HQ USAF/XOOT, HQ ACC/DOTV, and the user MAJCOM/DRU/FOA offices of primary responsibility. Field units below MAJCOM/DRU/FOA level will forward copies of their supplements to this volume to their parent MAJCOM/DRU/FOA office of primary responsibility for post publication review. **NOTE:** The terms DRU and FOA as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ USAF. Keep supplements current by complying with AFI 33-360V1, *Publications Management Program*. See paragraph 1.2. of this volume for guidance on submitting comments and suggesting improvements to this publication.

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Chapter 1

GENERAL INFORMATION

1.1. General. All evaluations will be conducted IAW the provisions of AFI 11-202V2 and this volume.

1.2. Recommended Changes/Waivers. Recommendations for improvements to this volume will be submitted on AF Form 847, **Recommendation for Change of Publication**, through stan/eval channels to HQ ACC/DOTV. Waiver authority for this volume is the HQ ACC/DO. Waivers will be requested from HQ ACC/DOTV through appropriate channels.

1.3. Procedures:

1.3.1. Stan Eval Flight Examiners (SEFE) will use the evaluation criteria contained in **Chapter 3** for conducting all flight and emergency procedure evaluations. To ensure standard and objective evaluations, flight examiners will be thoroughly familiar with the prescribed evaluation criteria.

1.3.2. The SEFE may fly in any seat, including the jump seat, that will best enable the SEFE to conduct a thorough evaluation. The SEFE may fly as a primary crewmember on any evaluation.

1.3.3. The SEFE will brief the examinee on the purpose of the evaluation and how it will be conducted prior to flight. The examinee will accomplish required flight planning in accordance with the flight position during the evaluation. Higher Headquarter SEFEs (and unit FEs as determined locally) will be furnished a copy of necessary mission data, and mission materials.

1.3.4. Required areas are shown in **Table 2.1**. When it is impossible to evaluate a required area in flight, it will be evaluated by an alternate method in order to complete the evaluation.

1.3.5. The FE will thoroughly debrief all aspects of the flight. This debrief will include the examinee's overall rating, specific deviations, area grades assigned (if other than qualified) and any required additional training.

1.4. Grading Instructions. Standards and performance parameters are contained in AFI 11-202V2 and this volume.

1.4.1. The FE will base tolerances for in-flight parameters on conditions of smooth air and a stable aircraft. Do not consider momentary deviations from tolerances, provided the examinee applies prompt corrective action and such deviations do not jeopardize flying safety. The FE will consider cumulative deviations when determining the overall grade.

1.4.2. When grading criteria specify that airspeed be evaluated and the flight manual lists only a minimum/maximum/recommended airspeed for that area, the examinee will brief the desired airspeed.

1.4.3. The FE will compare examinee performance for each area accomplished during the evaluation with the standards provided in this volume and assign an appropriate grade for the area. Derive the overall flight evaluation grade from the area grades based on a composite for the observed events and tasks IAW this volume.

1.4.3.1. Overall grade will be determined based on this grading volume and SEFE judgment.

1.4.3.2. The following general criteria apply during all phases of flight except as noted for specific events and instrument final approaches:

Table 1.1. Evaluation Criteria.

GENERAL		
Q	Altitude	+/- 100 feet
	Airspeed	+/- 10 kts
	Course	+/- 5 degrees/2 NM (whichever is greater)
	TACAN Arc	+/- 2 NM
Q-	Altitude	+/- 200 feet
	Airspeed	+/- 15 kts
	Course	+/- 10 degrees/3 NM (whichever is greater)
	TACAN Arc	+/- 3 NM
U		Exceeded Q- limits
INSTRUMENT APPROACHES		
Q	Altitude	Prior to Final Approach: +/- 100 feet Final Approach: -0/+50 feet at MDA
	Airspeed	Prior to Final Approach: +/- 10 kts Final Approach: -5/+10 kts
	Course	+/- 5 degrees or +/- 1 dot deflection
	TACAN Arc	+/- 2 NM
Q-	Altitude	Prior to Final Approach: +/- 200 feet Final Approach: -50/+100 ft at MDA
	Airspeed	Prior to Final Approach: +/- 15 kts Final Approach: -10/+15 kts on final
	Course	+/- 10 degrees or +/- 1 ½ dot deflection
	TACAN Arc	+/- 3 NM
U		Exceeded Q- limits

1.5. Emergency Procedures Evaluation (EPE). The EPE may be given verbally. This evaluation will include areas commensurate with examinee's Ready Aircrew Program (RAP) training level.

1.5.1. The following items will be included on all emergency procedure evaluations:

1.5.1.1. Aircraft general knowledge.

1.5.1.2. Emergency procedures. Evaluate a minimum of one emergency procedures. This may be accomplished in-flight in conjunction with scheduled simulated emergency evaluation requirements.

1.5.1.3. Crew coordination.

1.6. Records Disposition. Records created as a result of prescribed processes in this instruction will be disposed of IAW AFMAN 37-139, *Records Disposition Schedule*.

Chapter 2

EVALUATION REQUIREMENTS

2.1. General:

2.1.1. All evaluations will follow the guidelines set in AFI 11-202V2. Evaluation requirements are depicted in [Table 2.1](#).

2.1.2. Areas indicated with an "R" are required items for that evaluation. A required area is a specific area that must be evaluated to complete the evaluation. All required areas must be included in the flight evaluation profile. However, if it is impossible to accomplish a required area in-flight, the FE may elect to evaluate the area(s) by an alternate method in order to complete the evaluation. If the FE determines the required item cannot be adequately evaluated by an alternate method, the examinee will require an additional flight to complete the evaluation.

2.2. Instrument/Qualification Evaluation. This evaluation should include approaches at airfields other than home or deployed locations. Minimum ground phase requisites are:

2.2.1. Closed and open-book qualification examinations.

2.2.2. **Bold Face Written Exam.** Answers must contain all Bold Face items in proper sequence. Abbreviations are allowed.

2.2.3. EPE.

2.2.4. Instrument Refresher Course (IRC) Training (IAW AFI 11-210, *Instrument Refresher Course (IRC) Program*).

2.2.5. Instrument examination.

2.3. Mission Evaluation. Mission evaluations will include examinee knowledge of operations (mission planning, range patrol, telemetry, UHF relay). Initial Qualification pilots may receive initial mission evaluations after completing an instrument/qualification evaluation. Recurring mission evaluations will normally be combined with recurring instrument/qualification evaluations.

2.4. Instructor Evaluation. Instructor evaluations will be conducted IAW AFI 11-202V2. Flight evaluations will include a thorough evaluation of the examinee's instructor knowledge and ability. Initial instructor evaluations may be conducted on any type of mission. The examinee will occupy the right seat for the initial evaluation. Recurring evaluations may be performed in either seat.

Table 2.1. Evaluation Requirements.

AREA	NOTES	AREA TITLE	INSTM/QUAL	MSN
GENERAL				
1		MISSION PLANNING	R	R
2		BRIEFING	R	R
3		PRE-TAKEOFF	R	R
4	1	TAKEOFF	R	

AREA	NOTES	AREA TITLE	INSTM/QUAL	MSN
5	1	DEPARTURE	R	
6	1	LEVEL OFF	R	
7		CRUISE/NAVIGATION	R	R
8		CHECKLIST PROCEDURES/USE	R	R
9		FUEL MANAGEMENT	R	R
10		COMM/IFF/SIF	R	R
11		CREW COORDINATION/CRM	R	R
12	1	DESCENT	R	
13		GO-AROUND		
14	2	SIMULATED SINGLE ENGINE PAT- TERN	R	
15	2	SIMULATED SINGLE ENGINE GO-AROUND	R	
16	2	SIMULATED ENGINE FAILURE/ TAKEOFF CONTINUED		
17	*	EMERGENCY PROCEDURES	R	
18		VFR PATTERN	R	
19		LANDING	R	
20	2,3	TOUCH-AND-GO LANDING	R	
21		AFTER LANDING	R	R
22		DEBRIEF	R	R
23		GENERAL KNOWLEDGE	R	R
24	*	AIRMANSHIP	R	R
25	*	SAFETY	R	R
26	*	AIRCREW DISCIPLINE	R	R
27		INSTRUCTOR PERFORMANCE	R	R
28-30		NOT USED		
INSTRUMENT				
31		HOLDING		
32		INSTRUMENT APPROACHES	R	
33		NON-PRECISION APPROACH	R	
34	4	PRECISION APPROACH	R	
35		MISSED APPROACH/CLIMB OUT	R	
36		CIRCLING/SIDE-STEP		
37-40		NOT USED		

AREA	NOTES	AREA TITLE	INSTM/QUAL	MSN
MISSION				
41		RANGE PATROL		R
42		TM COLLECTION/RELAY		R
43	5	UHF RELAY		R
44-50		NOT USED		
<p>*Denotes Critical Area.</p> <p>Notes:</p> <ol style="list-style-type: none"> 1. Copilots will be evaluated on copilot duties for initial takeoff, departure, level-off and descent. Takeoff, departure, level-off and descent may be graded if observed. 2. Instructor Pilot/Aircraft Commander Only. 3. Aircraft Commanders may be evaluation in this area to be recommended to supervise copilot touch-and-go landings. 4. Both a PAR and an ILS must be evaluated if equipment and facilities are available. However, if facilities or equipment are not available, the flight evaluation may be completed as long as one precision approach is flown. 5. UHF relay may be verbally evaluated if not scheduled. 				

Chapter 3

EVALUATION CRITERIA

3.1. General Grading Standards:

3.1.1. The grading criteria in this chapter are divided into three sections: General, Instrument, and Mission. Use all sections for criteria applicable to the events performed on the evaluation.

3.1.2. Where major areas are divided into subareas, only one grade will be assigned to the major areas. Discrepancies on the back of the AF Form 8 will be annotated by subarea.

3.2. General:

3.2.1. Area 1--Mission Planning:

3.2.1.1. Mission Planning:

3.2.1.1.1. **Q.** Developed a sound plan to accomplish the mission. Checked all factors applicable to flight (e.g., Flight Crew Information File (FCIF), weather, NOTAMs, alternate airfields, flight logs or computer flight plans, performance data, fuel requirements, and charts). Was aware of available alternatives if flight could not be completed as planned.

3.2.1.1.2. **Q-.** Minor errors or omissions that did not detract from mission effectiveness. Marginal knowledge of performance capabilities or approved operating procedures in some areas.

3.2.1.1.3. **U.** Major errors or omissions that would preclude safe/effective mission accomplishment. Faulty knowledge of operating data or procedures. Not prepared at briefing time. Did not sign off FCIF prior to flight.

3.2.1.2. Publications:

3.2.1.2.1. **Q.** Publications were current and usable for any of the unit's combat taskings. Contained only minor deviations, omissions and/or errors.

3.2.1.2.2. **Q-.** Publications contained deviations, omissions, and/or errors; however, contained everything necessary to effectively accomplish the mission and did not compromise safety of flight.

3.2.1.2.3. **U.** Not up to "Q-" standards. Contained major deviations, omissions, and/or errors.

3.2.2. Area 2--Briefing:

3.2.2.1. Organization:

3.2.2.1.1. **Q.** Well organized and presented in a logical sequence. Concluded briefing in time to allow for preflight of personal equipment and aircraft.

3.2.2.1.2. **Q-.** Events out of sequence, hard to follow, some redundancy.

3.2.2.1.3. **U.** Confusing presentation. Did not allow time for preflight of personal equipment and aircraft.

3.2.2.2. Presentation:

3.2.2.2.1. **Q.** Presented briefing in a professional manner. Crewmembers clearly understood mission requirements.

3.2.2.2.2. **Q-.** Dwelled on non-essential mission items.

3.2.2.2.3. **U.** Redundant throughout briefing. Lost interest of crewmembers. Presentation created doubts or confusion.

3.2.2.3. Mission Coverage:

3.2.2.3.1. **Q.** Established objectives for the mission. Presented all training events and effective techniques discussed for accomplishing the mission.

3.2.2.3.2. **Q-.** Omitted some minor training events. Limited discussion of techniques.

3.2.2.3.3. **U.** Did not establish objectives for the mission. Omitted major training events or did not discuss techniques.

3.2.2.4. Crewmember Consideration:

3.2.2.4.1. **Q.** Considered the abilities of all crewmembers. Briefed corrective action from previous mission and probable problem areas when appropriate.

3.2.2.4.2. **Q-.** Did not consider all crewmembers' abilities. Did not identify probable problem areas.

3.2.2.4.3. **U.** Ignored crewmembers' abilities and past problem areas.

3.2.3. Area 3--Pre-Takeoff:

3.2.3.1. **Q.** Established and adhered to station, start engine, taxi, and takeoff times to assure a thorough preflight, check of personnel equipment, crew/ passenger briefing, etc. Performed all checks and procedures prior to takeoff in accordance with approved checklists and applicable directives.

3.2.3.2. **Q-.** Minor procedural deviations which did not detract from mission effectiveness.

3.2.3.3. **U.** Omitted major item(s) of the appropriate checklist. Major deviations in procedures which would preclude safe mission accomplishment. Failed to accurately determine readiness of aircraft for flight. Crew errors directly contributed to a late takeoff which degraded the mission or made it noneffective.

3.2.4. Area 4--Takeoff:

3.2.4.1. **Q.** Smooth aircraft control throughout takeoff. Performed takeoff in accordance with flight manual procedures and techniques.

3.2.4.2. **Q-.** Minor flight manual procedural or technique deviations. Some under or overcontrol at lift-off.

3.2.4.3. **U.** Lift-off potentially dangerous. Exceeded aircraft/systems limitations. Failed to establish proper climb attitude. Overcontrolled aircraft resulting in excessive deviations from intended flight path.

3.2.5. Area 5--Departure:

3.2.5.1. **Q.** Performed departure as published/directed and complied with all restrictions.

3.2.5.2. **Q-**. Minor deviations in airspeed and navigation occurred during completion of departure.

3.2.5.3. **U**. Failed to comply with published/directed departure instructions. Accepted clearance which could not be complied with. Exceeded limits of **Q-**.

3.2.6. Area 6--Level Off:

3.2.6.1. **Q**. Levelled off smoothly. Promptly established proper cruise airspeed.

3.2.6.2. **Q-**. Level-off was erratic. Slow in establishing proper cruise airspeed.

3.2.6.3. **U**. Level-off was erratic. Exceeded **Q-** limits. Excessive delay or failed to establish proper cruise airspeed. Failed to reset altimeter, as required.

3.2.7. Area 7--Cruise/Navigation:

3.2.7.1. **Q**. Demonstrated satisfactory capability to navigate using all available means. Used appropriate navigation procedures. Ensured nav aids were properly tuned, identified, and monitored. Complied with clearance instructions. Aware of position at all times. Remained within the confines of assigned airspace.

3.2.7.2. **Q-**. Minor errors in procedures/use of navigation equipment. Some deviations in tuning, identifying, and monitoring nav aids. Slow to comply with clearance instructions. Had some difficulty establishing exact position and course.

3.2.7.3. **U**. Made major errors in procedures or use of navigation equipment to the extent that position was unreliable. Exceeded limits of **Q-**.

3.2.8. Area 8--Checklist Procedures/Use:

3.2.8.1. **Q**. Performed all checks as required.

3.2.8.2. **Q-**. Minor deviations or omissions during checks. Did not detract from mission accomplishment. Tended to make minor checklist deviations including incorrect or untimely responses or used the incorrect checklist.

3.2.8.3. **U**. Did not perform checks or monitor systems to the degree that an emergency condition would have developed if allowed to continue uncorrected. Consistently omitted checklist items or used the wrong checklist. Unable to identify the correct checklist to use for a given situation.

3.2.9. Area 9--Fuel Management:

3.2.9.1. **Q**. Actively monitored fuel throughout the mission. Complied with all established fuel requirements.

3.2.9.2. **Q-**. Errors in fuel management procedures which did not preclude mission accomplishment.

3.2.9.3. **U**. Failed to monitor fuel status or comply with established fuel requirements. Poor fuel management precluded mission accomplishment.

3.2.10. Area 10--COMM/IFF/SIF:

3.2.10.1. **Q**. Complete knowledge and compliance with Comm/IFF/SIF procedures. Transmissions concise with proper terminology.

3.2.10.2. **Q-** Occasional deviations from correct procedures that required retransmissions or resetting codes. Slow in initiating required actions. Transmissions contained extraneous matter, were not in proper sequence, or used nonstandard terminology.

3.2.10.3. **U.** Incorrect procedures or poor performance precluded mission accomplishment or jeopardized safety.

3.2.11. **Area 11--Crew Coordination/Crew Resource Management (CRM).** See AFI 11-290, *Cockpit/Crew Resource Management Training Program*; and use AF Form 4031, **Skills Training Evaluation Form**, as a reference.

3.2.11.1. **Q.** Effectively coordinated with other crewmember without misunderstanding. Effective use of CRM.

3.2.11.2. **Q-** Coordinated with other crewmember with minor misunderstanding. Crew communications were not clear or concise. CRM was the minimum acceptable.

3.2.11.3. **U.** Breakdown in coordination with other crewmember precluded mission accomplishment or jeopardized safety. CRM was lacking and the mission accomplishment was severely degraded.

3.2.12. **Area 12--Descent:**

3.2.12.1. **Q.** Performed descent as directed. Complied with all restrictions.

3.2.12.2. **Q-** Performed descent as directed with minor deviations.

3.2.12.3. **U.** Failed to comply with published/directed descent instructions. Exceeded Q- standards.

3.2.13. **Area 13--Go-Around:**

3.2.13.1. **Q.** Initiated and performed go-around promptly IAW flight manual and operational procedures and directives. No course/heading deviation.

3.2.13.2. **Q-** Slow to initiate go-around or procedural steps. Control inputs were in correct direction but some over/under control.

3.2.13.3. **U.** Did not self-initiate go-around when appropriate or directed. Techniques unsafe or applied incorrect procedures. Exceeded Q- parameters.

3.2.14. **Area 14--Simulated Single Engine Pattern/Landing:**

3.2.14.1. **Q.** Complied with all flight manual and operational procedures. Approach and landing was well controlled, on centerline, on glidepath and in the touchdown zone.

3.2.14.2. **Q-** Minor procedural errors. Minor aircraft airspeed control. Errors did not detract from safe handling of the situation. Approach and landing were safe, but with minor control problems or deviations. Landing was in the touchdown zone.

3.2.14.3. **U.** Did not comply with applicable procedures. Erratic control compounded problems associated with the emergency. Flew an approach which was incompatible with the simulated emergency. Did not adjust approach for simulated emergency. Landing was unsafe.

3.2.15. **Area 15--Simulated Single Engine Go-Around:**

3.2.15.1. **Q.** Initiated and performed go-around promptly IAW flight manual and operational procedures and directives. No course/heading deviation.

3.2.15.2. **Q-.** Slow to initiate go-around or procedural steps. Control inputs were in correct direction but some over/under control.

3.2.15.3. **U.** Did not self-initiate go-around when appropriate or directed. Techniques unsafe or applied incorrect procedures. Exceeded Q- parameters.

3.2.16. Area 16--Simulated Engine Failure/Takeoff Continued:

3.2.16.1. **Q.** Maintained aircraft control and safe airspeed throughout. Maintained climb. Performed all necessary procedures and checklists.

3.2.16.2. **Q-.** demonstrated some minor control or airspeed deviations. Maintained climb. Made some minor procedural errors which did not jeopardized safety.

3.2.16.3. **U.** aircraft control was erratic and unsafe. Failed to maintain climb or safe altitude. Failed to use proper procedures or checklists.

3.2.17. Area 17--Emergency Procedures:

3.2.17.1. **Q.** Performed all appropriate critical action and emergency procedure checklist items.

3.2.17.2. **Q-.** Emergency Procedures contained minor errors that did not affect safety of flight.

3.2.17.3. **U.** Omitted or performed critical action items in improper sequence. Incorrect emergency procedures applied to scenario.

3.2.18. Area 18--VFR Pattern/Approach:

3.2.18.1. **Q.** Performed traffic patterns/approaches IAW procedures and techniques outlined in the flight manual, operational procedures and local directives. Aircraft control was positive and smooth.

3.2.18.2. **Q-.** Performed patterns/approaches with minor deviations to procedures and techniques outlined in the flight manual, operational procedures and local directives. Aircraft control was not consistently smooth, but safe. Variations in runway alignment. Slow to correct to proper/briefed airspeed.

3.2.18.3. **U.** Approaches not performed IAW procedures and techniques outlined in the flight manual, operational procedures, and local directives. Erratic aircraft control. Large deviations in runway alignment. Exceeded Q- Parameters.

3.2.19. Area 19--Landing:

3.2.19.1. **Q.** Landing was on centerline in the touchdown zone.

3.2.19.2. **Q-.** Minor control problems but was safe and in the touchdown zone.

3.2.19.3. **U.** Landing was unsafe or outside the touchdown zone.

3.2.20. Area 20--Touch-and-Go Landing:

3.2.20.1. **Q.** Maintained smooth, positive aircraft control throughout landing, landing roll and takeoff. Performed the maneuver as published/directed.

3.2.20.2. **Q-** Made minor deviations from published procedures with out affecting safety of flight. Control was slightly rough or erratic. Was hesitant in application of procedures/corrections.

3.2.20.3. **U.** Maneuver was potentially dangerous. Failed to establish proper aircraft configuration. Over controlled the aircraft resulting in excessive deviation from runway centerline.

3.2.21. Area 21--After Landing:

3.2.21.1. **Q.** Appropriate after landing, taxi and engine shutdown procedures IAW flight manual and applicable directives. Completed all forms accurately.

3.2.21.2. **Q-** Minor deviations or omissions noted in performance of after landing, taxi or engine shutdown procedures which did not jeopardize safety. Required forms completed with minor errors.

3.2.21.3. **U.** Major deviations or omissions were made in performance of the after landing, taxi or engine shutdown procedures which could have jeopardized safety. Required forms not completed.

3.2.22. Area 22--Debrief:

3.2.22.1. **Q.** Thoroughly debriefed the mission (or applicable portions). Compared mission results with initial objectives that were established for the mission. Debriefed deviations.

3.2.22.2. **Q-** Limited debriefing. Did not thoroughly discuss performance in relationship to mission objectives. Did not debrief all deviations.

3.2.22.3. **U.** Did not debrief the mission deviations.

3.2.23. Area 23--General Knowledge:

3.2.23.1. Aircraft General:

3.2.23.1.1. **Q.** Thorough knowledge of aircraft systems, limitations, performance characteristics, care.

3.2.23.1.2. **Q-** Limited knowledge of aircraft systems, limitations, performance characteristics.

3.2.23.1.3. **U.** Unsatisfactory knowledge of aircraft systems, limitations, performance characteristics.

3.2.23.2. Emergency Procedures:

3.2.23.2.1. **Q.** Correct response to Bold Face and non-Bold Face emergency situations. Effectively used checklist. Coordinated proper crew actions.

3.2.23.2.2. **Q-** Correct response to Bold Face emergencies. Response to certain areas of non-Bold Face emergencies or follow-on steps to Bold Face procedures was slow/confused. Used the checklist when appropriate, but slow to locate required data.

3.2.23.2.3. **U.** Incorrect response for Bold Face emergency. Unable to analyze problems or take corrective action. Did not use checklist, or lacks acceptable familiarity with its arrangement or contents.

3.2.23.3. Flight Rules/Procedures:

3.2.23.3.1. **Q.** Thorough knowledge of flight rules and procedures.

3.2.23.3.2. **Q-.** Deficiencies in-depth of knowledge.

3.2.23.3.3. **U.** Inadequate knowledge of flight rules and procedures.

3.2.24. Area 24--Airmanship:

3.2.24.1. **Q.** Executed the assigned mission in a timely, efficient manner. Included crew inputs in decision making process.

3.2.24.2. **U.** Decisions or lack thereof resulted in failure to accomplish the assigned mission. Demonstrated poor judgment to the extent that safety could have been compromised. Ignored crew inputs in decision making process.

3.2.25. Area 25--Safety:

3.2.25.1. **Q.** Aware of and complied with all safety factors required for safe aircraft operation and mission accomplishment.

3.2.25.2. **U.** Was not aware or did not comply with all safety factors required for safe operation or mission accomplishment. Did not adequately clear. Operated the aircraft in a dangerous manner.

3.2.26. Area 26--Aircrew Discipline:

3.2.26.1. **Q.** Demonstrated strict professional flight and crew discipline throughout all phases of the mission.

3.2.26.2. **U.** Failed to exhibit strict flight or crew discipline. Violated or ignored rules or regulations.

3.2.27. Area 27--Instructor Performance:

3.2.27.1. Briefing/Debriefing:

3.2.27.1.1. **Q.** Thoroughly reviewed student training folder and presented a comprehensive, instructional briefing/debriefing which encompassed all mission events. Excellent analysis of all events/maneuvers. Clearly defined objectives.

3.2.27.1.2. **Q-.** Minor errors or omissions in student training folder review, briefing/debriefing or mission critique. Occasionally unclear in analysis of events or maneuvers.

3.2.27.1.3. **U.** Major errors or omissions in student training folder review, briefing/debriefing. Analysis of events or maneuvers was incomplete, inaccurate, or confusing. Did not use reference material effectively. Briefing/debriefing below the caliber of that expected of instructors. Failed to define mission, training objectives or brief/debrief student.

3.2.27.2. Demonstration of Maneuvers:

3.2.27.2.1. **Q.** Performed required maneuvers within prescribed parameters. Provided concise, meaningful in-flight instruction. Demonstrated excellent instructor proficiency.

3.2.27.2.2. **Q-.** Performed required maneuvers with minor deviations from prescribed parameters. In-flight instruction was unclear. Weak instructor proficiency.

3.2.27.2.3. **U.** Was unable to properly perform required maneuvers. Made major procedural errors. Did not provide in-flight instruction. Did not demonstrate instructor proficiency.

3.2.27.3. Instructor Knowledge:

3.2.27.3.1. **Q.** Demonstrated in-depth knowledge of procedures, requirements, aircraft systems, performance characteristics and mission.

3.2.27.3.2. **Q-.** Deficiencies in depth of knowledge, comprehension of procedures, requirements, aircraft systems, performance characteristics and mission.

3.2.27.3.3. **U.** Unfamiliar with procedures, requirements, aircraft systems, performance characteristics, and mission. Lack of knowledge in certain areas seriously detracted from instructor effectiveness.

3.2.27.4. Training/Evaluation Forms Preparation:

3.2.27.4.1. **Q.** Completed appropriate training/evaluation records accurately. Adequately assessed and recorded performance. Comments were clear and pertinent.

3.2.27.4.2. **Q-.** Minor errors or omissions in training/ evaluation records. Comments were incomplete or slightly unclear.

3.2.27.4.3. **U.** Did not complete required forms or records. Comments were invalid, unclear or did not accurately document performance.

3.2.27.5. Ability to Instruct:

3.2.27.5.1. **Q.** Demonstrated excellent instructor/evaluator ability. Clearly defined all mission requirements and any required additional training/corrective action. Instruction/evaluation was accurate, effective, and timely. Was completely aware of aircraft/mission situation at all times.

3.2.27.5.2. **Q-.** Problems in communication or analysis degraded effectiveness of instruction/evaluation.

3.2.27.5.3. **U.** Demonstrated inadequate ability to instruct/ evaluate. Unable to perform, teach, or assess techniques, procedures, or systems use. Did not remain aware of aircraft/mission situation at all times.

3.2.28. **Areas 28 through 30.** Not used.

3.3. Instrument:

3.3.1. Area 31--Holding:

3.3.1.1. **Q.** Performed entry and holding procedures as published/directed.

3.3.1.2. **Q-.** Performed entry and holding procedures with minor deviations to directives that did not jeopardize safety.

3.3.1.3. **U.** Exceeded holding airspace limits or the criteria limits for Q-.

3.3.2. Area 32--Instrument Approaches:

3.3.2.1. **Q.** Performed procedures as published or directed and IAW flight manual. Smooth and timely response to controller's instructions.

3.3.2.2. **Q-**. Performed procedures with minor deviations. Slow to respond to controller's instructions.

3.3.2.3. **U**. Performed procedures with major deviations/ erratic corrections. Failed to comply with controller's instructions.

3.3.3. Area 33--Non-Precision Approach:

3.3.3.1. **Q**. Performed procedures as published/directed. Made smooth and timely corrections. Arrived at MDA prior to or at visual descent point. Position would have permitted safe landing. Correctly computed/adjusted timing when required.

3.3.3.2. **Q-**. Performed procedure with minor deviations. Slow to make corrections. Arrived at MDA prior to or at missed approach point. Position would have permitted safe landing. Made minor errors in computing/adjusting timing when required.

3.3.3.3. **U**. Performed procedures with major deviations. Made erratic corrections. Did not arrive at MDA prior to or at missed approach point/visual descent point. Position would not have permitted safe landing. Failed to compute or adjust timing when required.

3.3.4. Area 34--Precision Approach:

3.3.4.1. **Q**. Performed procedures as published/directed. Made smooth and timely corrections. Position would have permitted a safe landing.

3.3.4.2. **Q-**. Performed procedures with minor deviations. Was slow to make proper corrections. Position would have permitted a safe landing.

3.3.4.3. **U**. Performed procedures with major deviations. Made erratic corrections. Did not respond to controller instructions. Position would not have permitted a safe landing. Exceeded limits of Q-.

3.3.5. Area 35--Missed Approach/Climb Out:

3.3.5.1. **Q**. Executed missed approach as published/ directed.

3.3.5.2. **Q-**. Executed missed approach with minor deviations. Was slow to comply with published procedures, controller's instructions or flight manual procedures.

3.3.5.3. **U**. Executed missed approach with major deviations. Failed to comply with published procedures, controller's instructions or flight manual procedures.

3.3.6. Area 36--Circling/Side-Step Approach:

3.3.6.1. **Q**. Complied with all procedures/controller instructions. Remained within the specified distance. Achieved proper displacement. Completed circle to final without over/undershoot.

3.3.6.2. **Q-**. Complied with all procedures/controller instructions but aircraft control was not smooth or applied improper techniques for achieving proper displacement. Remained within specified distance but circle resulted in over/undershoot.

3.3.6.3. **U**. Failed to follow procedures or controller instructions. Did not remain within the specified distance. Lost sight of the field, but did not execute a missed approach. Did not meet the parameters of Q-.

3.3.7. Areas 37 through 40. Not used.

3.4. Mission:**3.4.1. Area 41--Range Patrol:**

3.4.1.1. **Q.** Performed range patrol IAW local procedures. Range Patrol was accomplished efficiently.

3.4.1.2. **Q-.** Performed range patrol IAW procedures. Range patrol was not accomplished efficiently but was still accomplished.

3.4.1.3. **U.** Range patrol was not IAW procedures.

3.4.2. Area 42--Telemetry Collection/Relaying: (Assumes no hardware malfunctions limiting telemetry collection/relay.)

3.4.2.1. **Q.** Flew aircraft in best position to collect telemetry. Coordinated with the telemetry operator.

3.4.2.2. **Q-.** Telemetry was collected/relayed to satisfy the mission but telemetry collection was sacrificed due to aircraft position or poor coordination with telemetry operator.

3.4.2.3. **U.** Telemetry was not collected/relayed to satisfy the mission due to the way the aircraft was positioned of the E-9 or lack of coordination with the telemetry operator. Did not meet Q- criteria.

3.4.3. Area 43--UHF Relay:

3.4.3.1. **Q.** The aircraft was in the best position for UHF relay. Coordination with the system operator was sufficient to satisfy mission.

3.4.3.2. **Q-.** The aircraft was in position for UHF relay. Lack of coordination with the system operator resulted in deviations but capable of satisfying mission requirements.

3.4.3.3. **U.** The aircraft was in the wrong location or coordination with the system operator did not allow support of the UHF relay and did not satisfy the mission.

3.4.4. Areas 44 through 50. Not used.

MARVIN R. ESMOND, Lt General, USAF
DCS, Air and Space Operations

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 11-2, *Aircraft Rules and Procedures*

AFPD 11-4, *Aviation Service*

AFI 11-202V2, *Aircrew Standardization/Evaluation Program*

AFMAN 11-210, *Instrument Refresher Course (IRC) Program*

AFMAN 11-217, *Instrument Flight Procedures*

AFI 11-290, *Cockpit/Crew Resource Management Training Program*

AFI 33-360V1, *Publications Management Program*

AFI 33-360V2, *Forms Management Program*

AFMAN 37-139, *Records Disposition Schedule*

Abbreviations and Acronyms

EPE—Emergency Procedure Evaluation

FCIF—Flight Crew Information File

IFF—Identification, Friend or Foe

ILS—Instrument Landing System

IRC—Instrument Refresher Course

MDA—Minimum Descent Altitude

PAR—Precision Approach Radar

SEFE—Stan Eval Flight Examiner

SIF—Selective Identification

VFR—Visual Flight Rules

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